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Railroad Activities in East Germany

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SUPPLEMENT TO REPORT NO.

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1 Changes in the boundaries of RBDs were scheduled to go into effect on 3 January 1955. On 28 December 1954, a conference of the presidents of RBD Cottbus and RED Dresden was held. At this conference, the new boundaries between the two RBDs were fixed. Another conference was scheduled to be held with the president of RBD Berlin. After 3 January 1955, the boundaries of RBD Cottbus will be as follows:

Koenigswusterhausen (exclusive) - Beeskow (exclusive) - Crunow (inclusive) - Frankfurt/Oder (exclusive) - Neuzelle - Guben - Forst - Muskau - Steinbach (Niesky district) - Goerlitz - Zitteu - Health Resort Obin - Health Resort Jonsdorf - Grossschoenau - Seifhendersdorf - Ebersbach Neustadt/Saxony (exclusive) - Arnsdorf near Dresden (exclusive) - Kleinroehrsdorf - Teixdorf - Grossenhain (exclusive) - Elsterwerda - Falkenberg (exclusive) - Dahme/Mark - Wuensdorf (exclusive)

RED Cottbus took over:

from RBD Dresden: the entire Bautzen district including Goerlitz, Zittau and Bischofswerda as far as Arnsdorf, which was

excluded;

from RBD Berlin: the Brand - Koenigswusterhausen (exclusive) and the Weichensdorf - Frankfurt/Oder (exclusive) railroad

lines;

Crossenhain railroad station was turned over the RBD Dresden.

Operational control of the lines involved was to be taken over after 3 January 1955 and this process was to be completed by 31 March 1955. At the conference held between representatives of RBDs Cottbus and Dresden on 28 December 1954, it was mentioned that the revision of RBD districts had political significance also, because one of the effects of this revision was that all areas with Sorbian population were now under the control of one RBD. The boundaries of the other RBDs will also be revised. Detailed information on the changes were not available. 1

2. In connection with the changes in the boundaries of RBDs, the organizational setup of RBD headquarters will also be modified. Operational services will henceforth cover:

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- a. Operations and traffic;
- b. Maintenance and administration of locomotives and machinery;
- c. Maintenance and administration of rolling stock.

All the construction work will remain under the control of a special Construction Department.

The so-called Querschnitt-Abteilungen, i.e. departments serving the entire railroad administration such as the Personnel and Planning Departments will be merged with the newly formed departments. 2

- at a time when he still was deputy railroad boundaries originated with Krimer at a time when he still was deputy railroad minister. Roman Chwalek opposed this reorganization, a point which may have contributed to his downfall. Kramer's plans were approved by the SED Central Committee. The order related to the revision of RED boundaries has so far been only transmitted to the presidents of the various REDs. On 3 January 1955, the so-called "Sachbearbeiter" of the East German Railroad Administration made inquiries over the telephone at RBD headquarters concerning the new RED boundaries. With regard to operations, the new RBD boundaries were ordered to become effective at 2200 on 2 January 1955. Some RBDs pointed cut that the change-over to the new boundaries could not go into effect without advance notice, but all protests were rejected by Railroad Minister Kramer. It is believed that a transitional period of at least three months will be required to make the new system fully effective. At present, there appears to be a great deal of confusion due to the unexpected introduction of the new RBD boundaries.
- 4. Former Railroad Minister Roman Chwalek has become manager of the Greater Berlin Konsum-Zentrale (Central Administration of Cooperative Shops) at Berlin-Lichtenberg. 3
- 5. In the pre-Christmas days, the railroad coal situation became so critical that in some cases coal to be used for locomotives had to be trucked from one railroad supply point to another. The critical coal situation was partly caused by the interruption of hard coal imports from Poland. 4
- 6. The following information was excerpted from the monthly report of the Main Administration for Locomotives and Machinery, dated 14 December 1954:
 - a. In November 1954, locomotives consumed a total of 146,521 tons of raw brown coal or 20.6 percent of all the fuel consumed by locomotives. 5
 - b. In November 1954, an average of 14 major train delays per day were caused by engine troubles and 22 major delays were caused by lack of steam. Mechanical troubles mainly due to excessive wear and tear were on about the same level as in October. 6

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RBD	Number of 25 Decem- ber 1954	Freight Tra 28 Decem- ber 1954	ins Operating 2 Janu- ary 1955	Number of 25 Decem- ber 1954	Major Train 28 Decem- ber 1954	Delays 2 Janu- ary 1955
Berlin	878	871	859	3	2	2
Greifswald	410	404-	361		2	2
Schwerin	436	435	396	7	3	* #:
Magdeburg	1,051	1,009	1,005	2	2	1
Halle	1,550	1,586	1,411	16	6	9
Erfurt	1,154	1,226	1,071	8	1.1	7
Dresden	2,027	2,135	1,875	7	6	8
Cottbus	840	836	811	3	3	8
GDR	8,346	8,502	7,789	46	35	³⁹ 7

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8. Issues Nos 1, 2 and 3 of the "Verfusguagen und Mitteilungen des Ministeriums fuer Verkehrswesen, Teil Deutsche Reichsbehn" (Railroad Bulletin) of 18 December 1954, 16 December 1954, and 25 December 1954, respectively indicate the following: a. Technical Schools in Operation in 1955: School with training courses for mailroad operations at Altenburg, Reservated and Lubwin """""""""""""""""""""""""""""""""""			S	ECRET _/									25X1
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